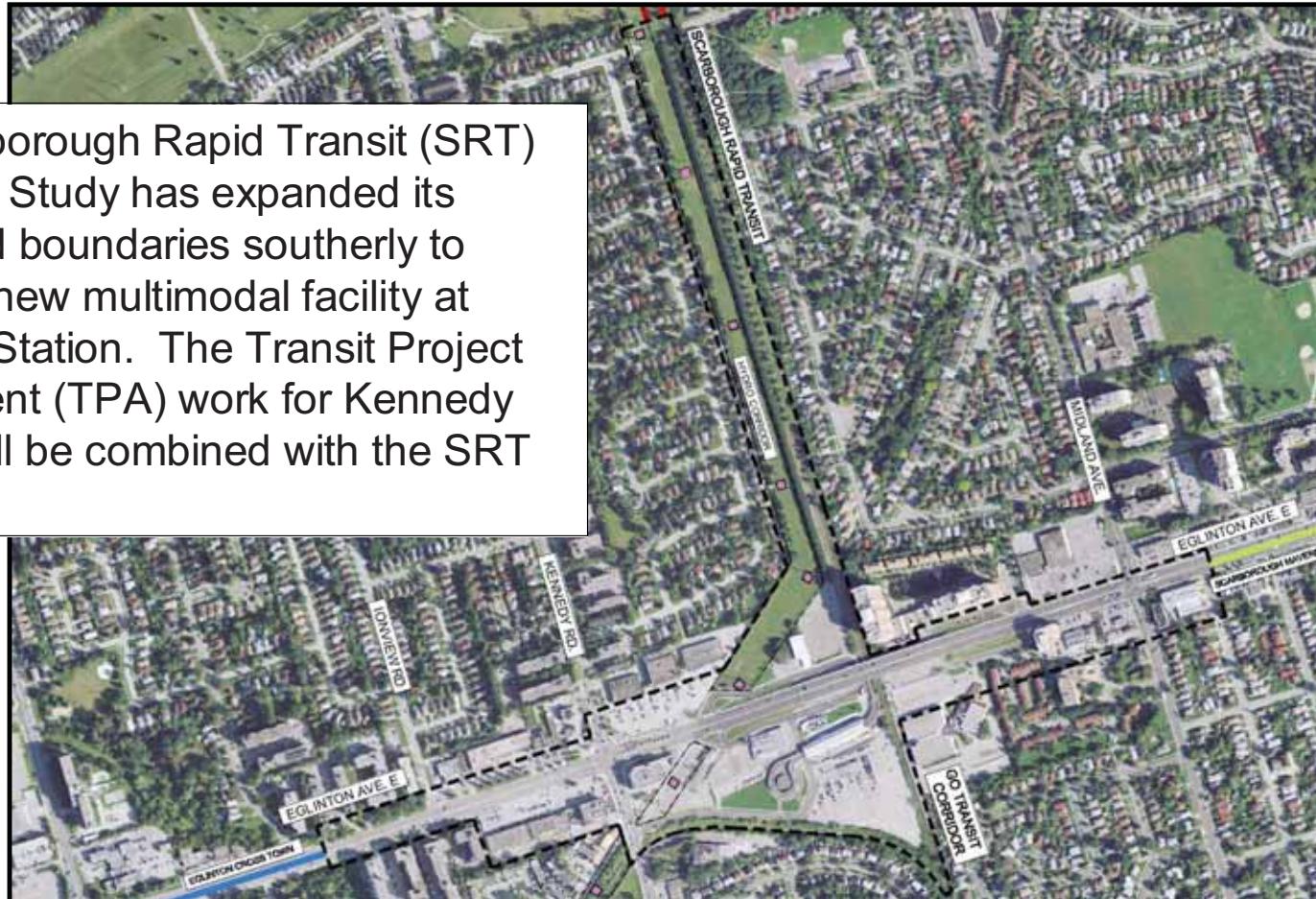


# Kennedy Station Study Area



The Scarborough Rapid Transit (SRT) Extension Study has expanded its scope and boundaries southerly to include a new multimodal facility at Kennedy Station. The Transit Project Assessment (TPA) work for Kennedy Station will be combined with the SRT TPA.



# Kennedy Station – Study Background



- As part of the conversion of the existing SRT, Kennedy Station must be modified to accommodate new LRT vehicles.
- Reduce passenger walking distance between the SRT and subway levels and platforms.
- Accommodate the new Eglinton Crosstown and Scarborough-Malvern LRT lines.

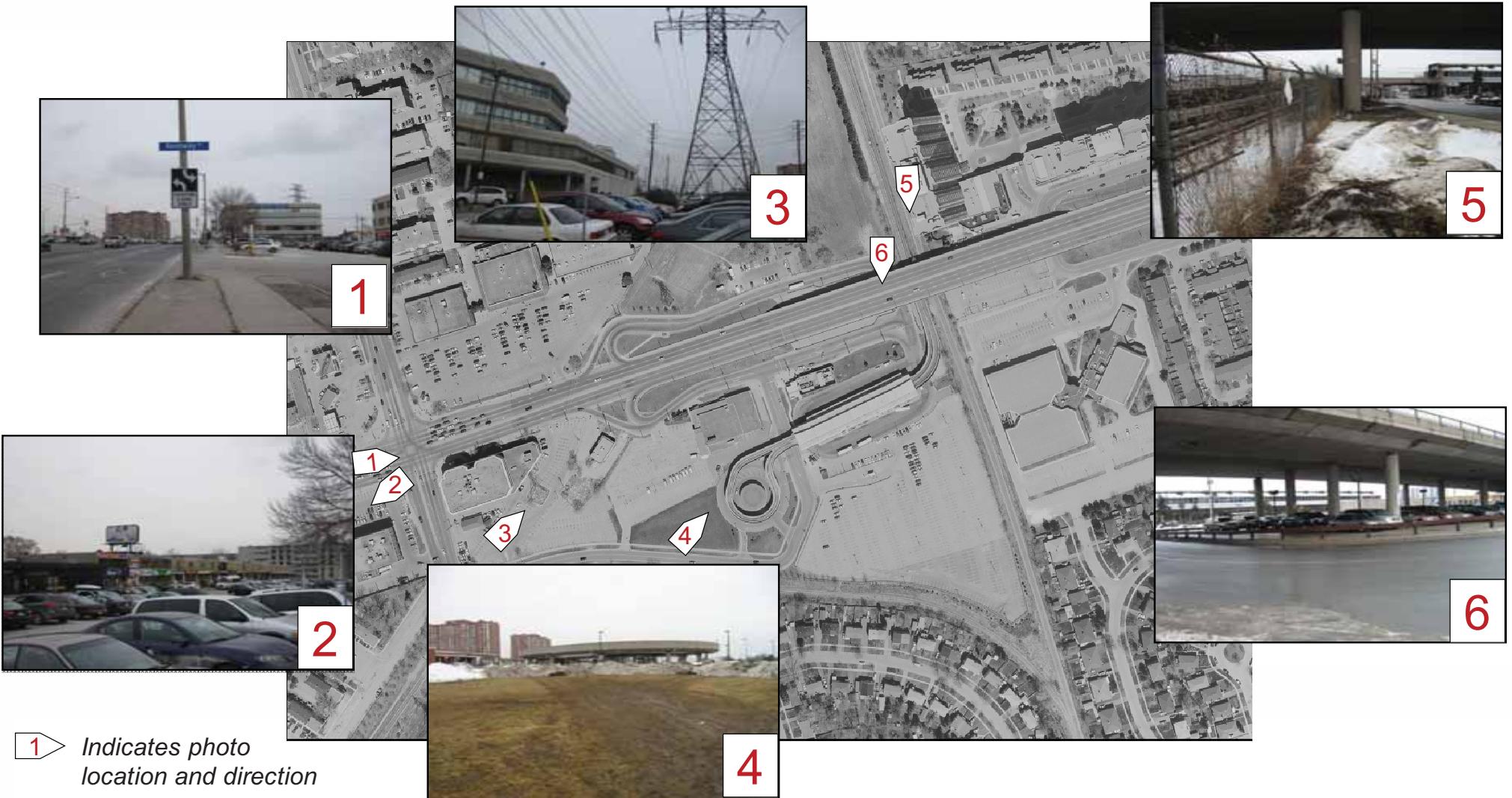
# Kennedy Station – Study Background



The station area is bounded by GO Transit (east), CN (south), Eglinton Ave. (north) and Kennedy Rd. (west) and includes:

	<u>Existing</u>	<u>Future</u>
• Subway	✓	✓
• SRT	✓	✓
• Bus	✓	✓
• Passenger Pickup	✓	✓
• Pedestrian	✓	✓
• GO Transit	✓	✓
• Parking	✓	✓
• Eglinton LRT		✓
• Scarborough Malvern LRT		✓

# Kennedy Station – Existing Conditions



*Indicates photo location and direction*

# Kennedy Station – Existing Conditions



- In support of the TPA, a detailed investigation of all environmental matters is underway. Based on preliminary investigations, the existing site can be characterized as urban, with limited natural and heritage features.
- The planning of improvements at Kennedy Station will consider:
  - Transportation / Transit needs and opportunities;
  - Minimizing impacts to the socio-economic environment (noise, vibration, impacts to property); and
  - Cost



Looking west towards Ionview Rd. from the intersection of Kennedy Rd. and Eglinton Ave. E.

# Kennedy Station – Alternatives Considered



A number of design alternatives were considered for both the SRT and the Eglinton Crosstown / Scarborough-Malvern LRT lines, including above-grade, at-grade and below-grade alternatives.

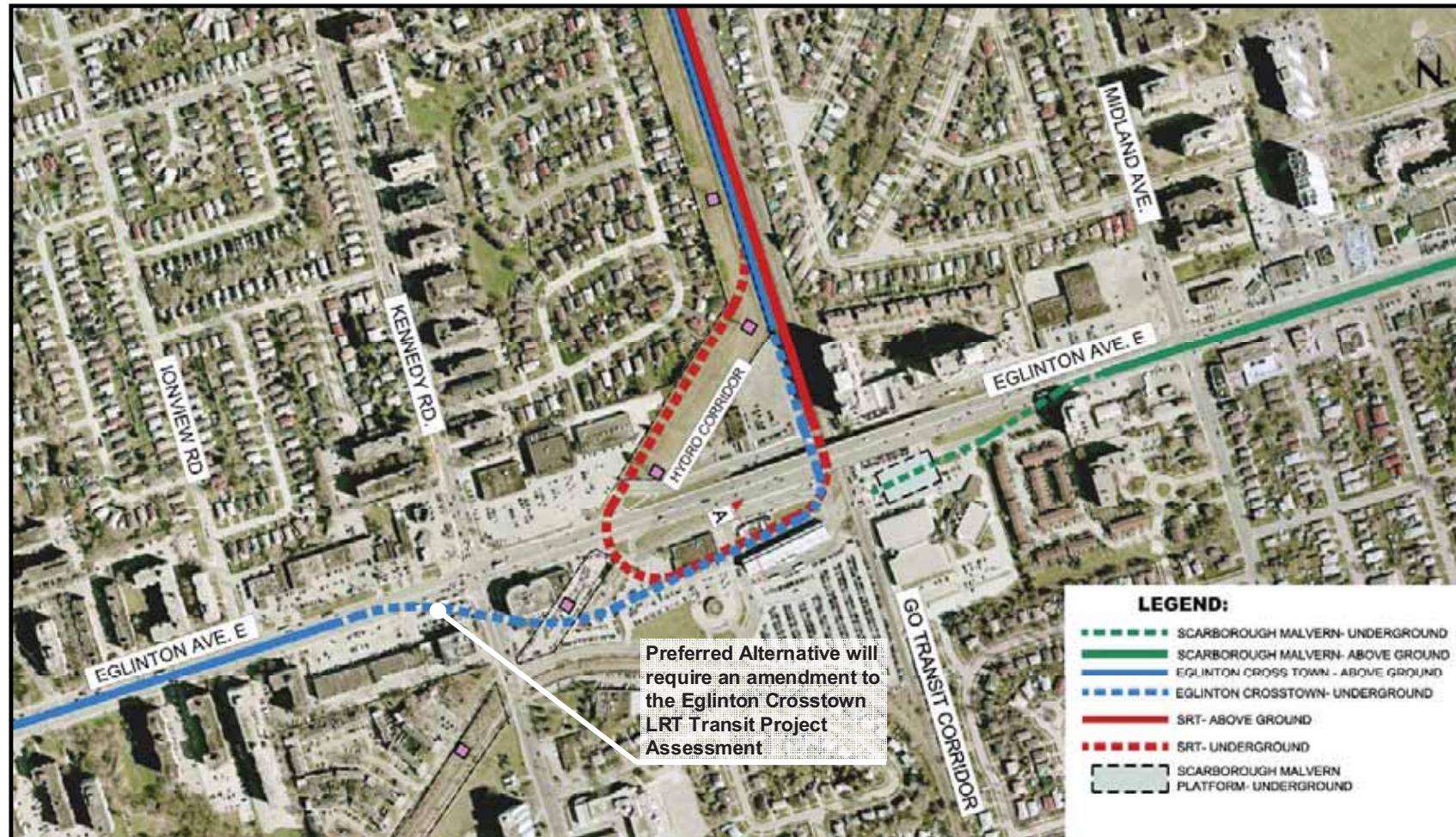
## SRT

- Below-grade alternative provides the best transfer for passengers making connections between the SRT and the subway.

## LRT

- Above-grade alternatives were constrained by the GO Transit corridor and the existing bridge on Eglinton Avenue. Vertical connections to the subway were poor, requiring three level changes. Above-grade alternatives were also visually intrusive.
- At-grade alternatives would have resulted in unacceptable delays to transit vehicles on Eglinton Avenue due to traffic signal timing requirements.
- Below-grade alternatives are preferred because they maximize convenience for the passengers, minimize delays to transit vehicles and other traffic, and leave no permanent visual impact on the surrounding community. They are, however, the most costly alternatives.

# Kennedy Station – Preferred Alternative



# Kennedy Station – Conceptual Cross-Section A

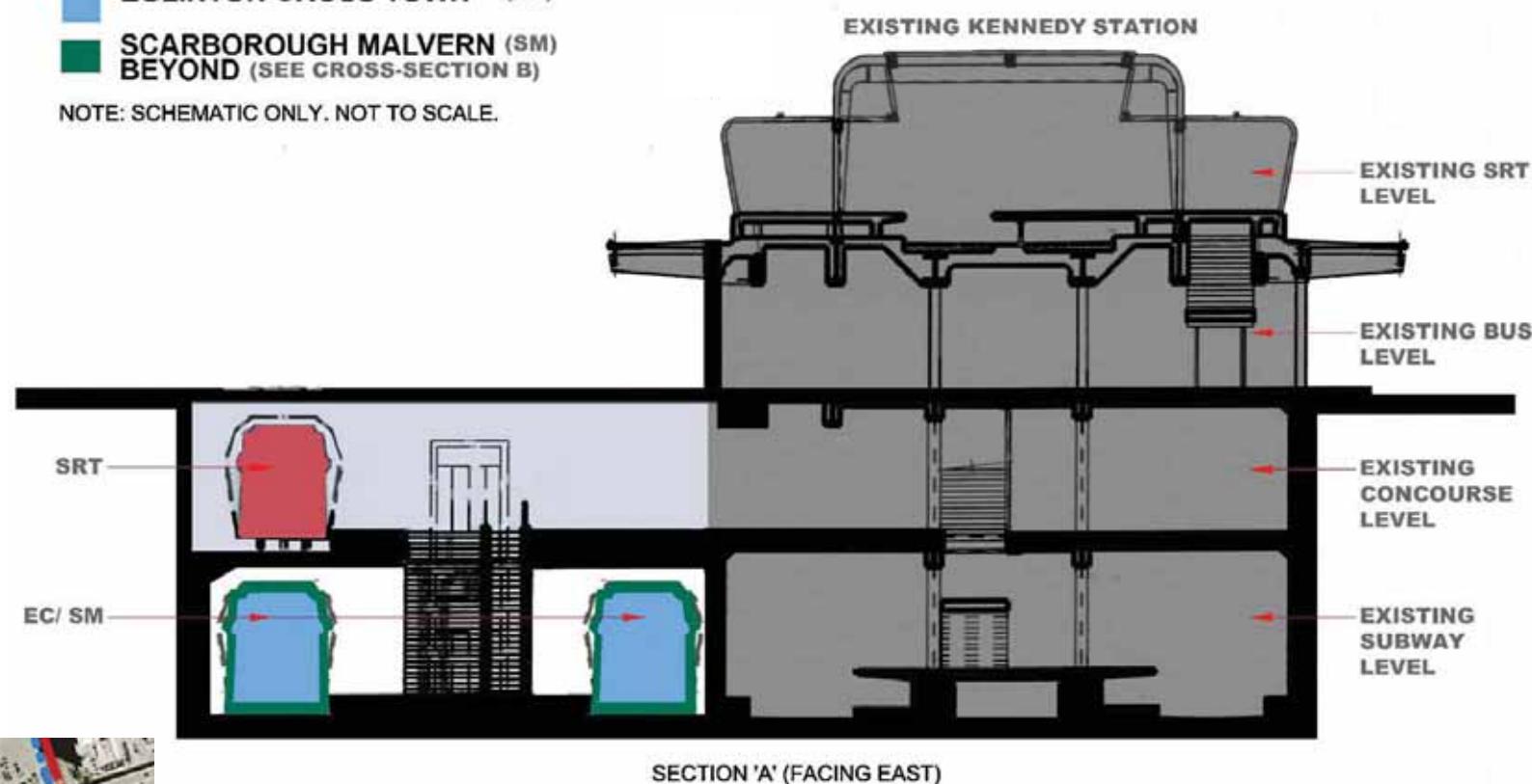


SRT

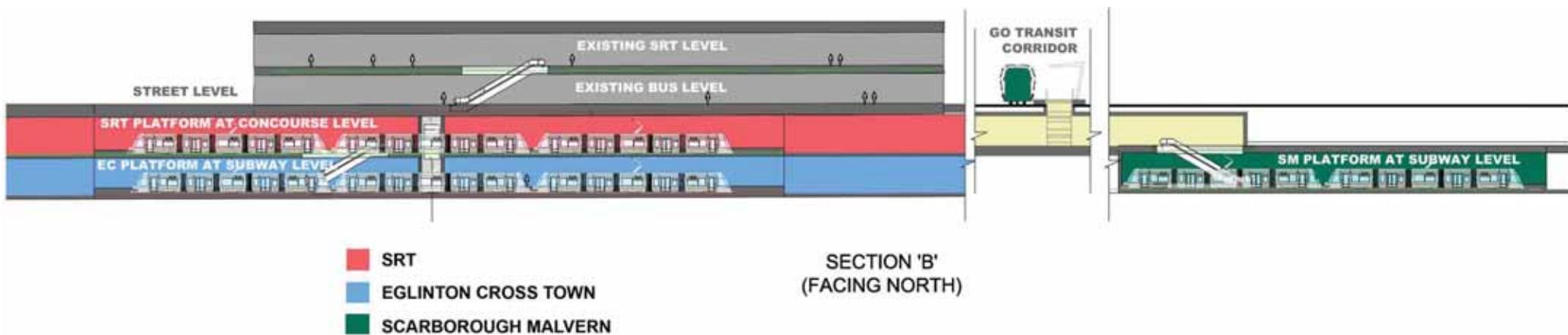
EGLINTON CROSS TOWN (EC)

**SCARBOROUGH MALVERN (SM)  
BEYOND (SEE CROSS-SECTION B)**

NOTE: SCHEMATIC ONLY. NOT TO SCALE.



# Kennedy Station – Conceptual Cross Section B

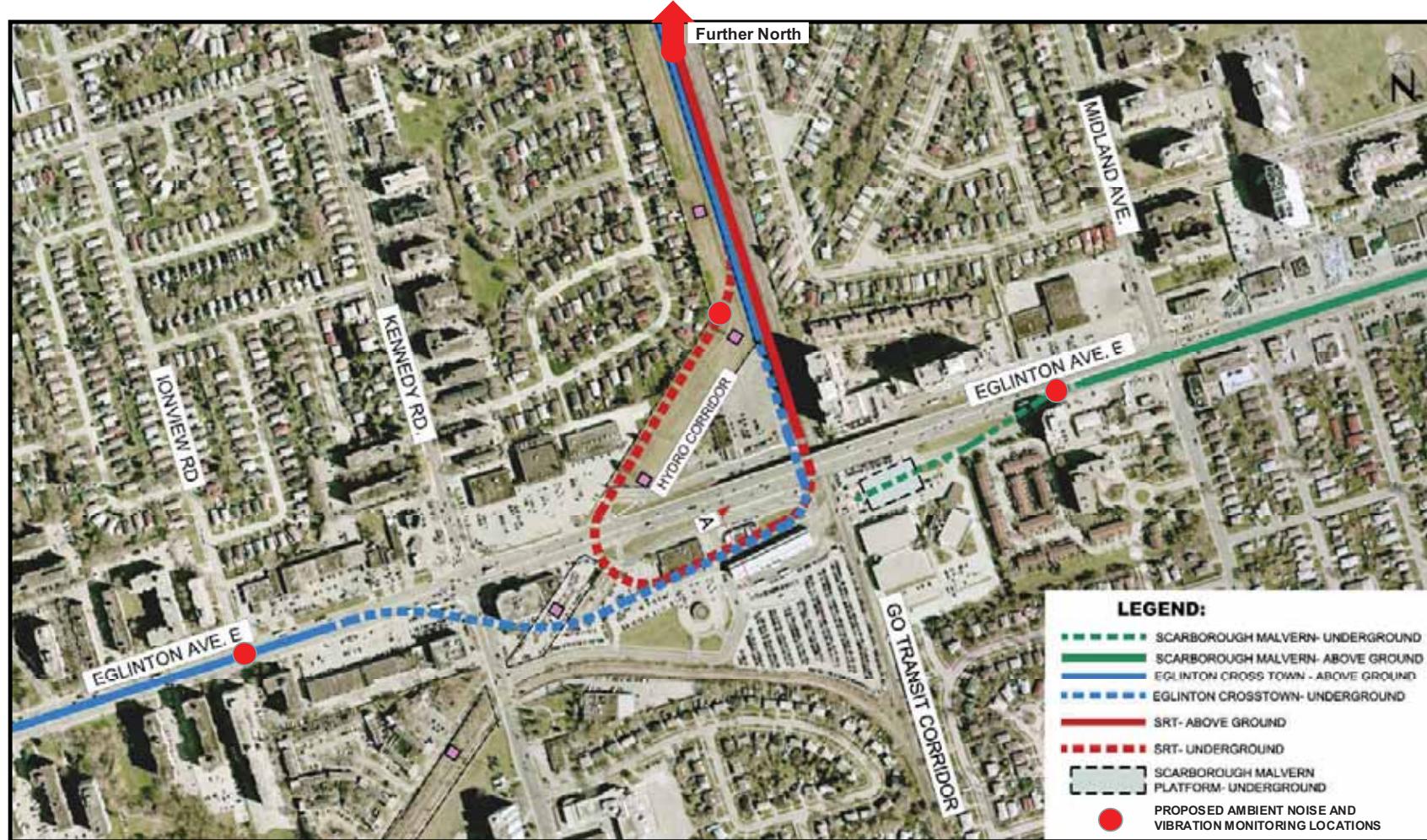


# Kennedy Station – Next Steps



- The project team will be completing environmental investigations (natural science, noise/vibration, and an environmental site assessment) and traffic studies in support of the Preferred Alternative. The study findings will be presented to the public in April 2010.
- At that time, the need for an amendment to the Eglinton Crosstown Transit Project Assessment will also be determined.
- In addition, Metrolinx is initiating a study to develop a Kennedy Station Mobility Hub Master Plan that will build upon the directions highlighted in the Province's 'Big Move'. The master plan will include a Development Plan that identifies a vision, design principles, land uses, street and block structure, built form, density, and vehicular / transit / cycling / pedestrian circulation for the Kennedy Station area. TTC will work with Metrolinx to co-ordinate the work of both studies.

# Kennedy Station – Noise/Vibration Monitoring Locations



# Project Summary

## Conversion From Kennedy to McCowan Station

To accommodate the new larger vehicles, major modifications are required for the Lawrence East, Ellesmere, Midland, Scarborough Centre and McCowan Stations, including the lengthening of platforms and installation of overhead power line.

Major reconstruction of SRT is also required at Kennedy Station to accommodate the new LRT vehicles and improve the transfer between the SRT and the Bloor-Danforth subway. The work will also include a connection to the Eglinton Crosstown LRT and provisions for the future Scarborough Malvern LRT.

## Temporary Bus Service

To perform the work noted above, Rapid Transit Service will be temporarily shut down and will be replaced with bus service, including temporary bus terminals at Kennedy and Scarborough City Centre. The shut down period is expected to last up to 3 years

## Phase 1 Extension – McCowan to Sheppard Station

The extension, including the Centennial and Sheppard Stations will be constructed as part of this project.

Construction of Sheppard Station will be coordinated with the Sheppard LRT, currently under construction and scheduled to be complete in 2013.

## Phase 2 Extension – Sheppard to Malvern Town Centre

Phase 2 will be constructed when funding becomes available.

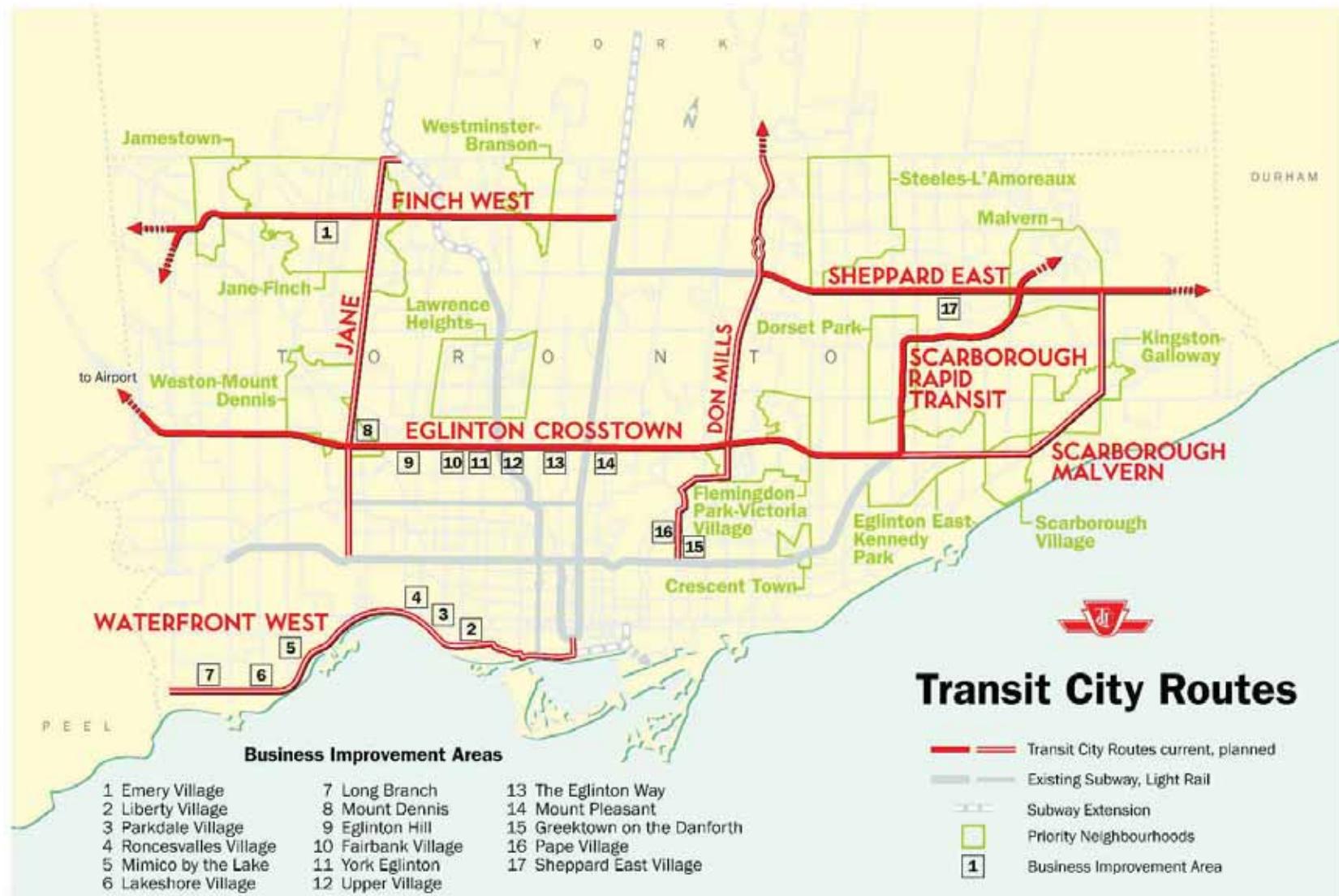
## Schedule

Investigations are underway to determine if the schedule can be improved so that the line is operational for the Pan Am Games in the Summer of 2015.

## Funding

Funding has been approved by the Province.

# Transit City Projects

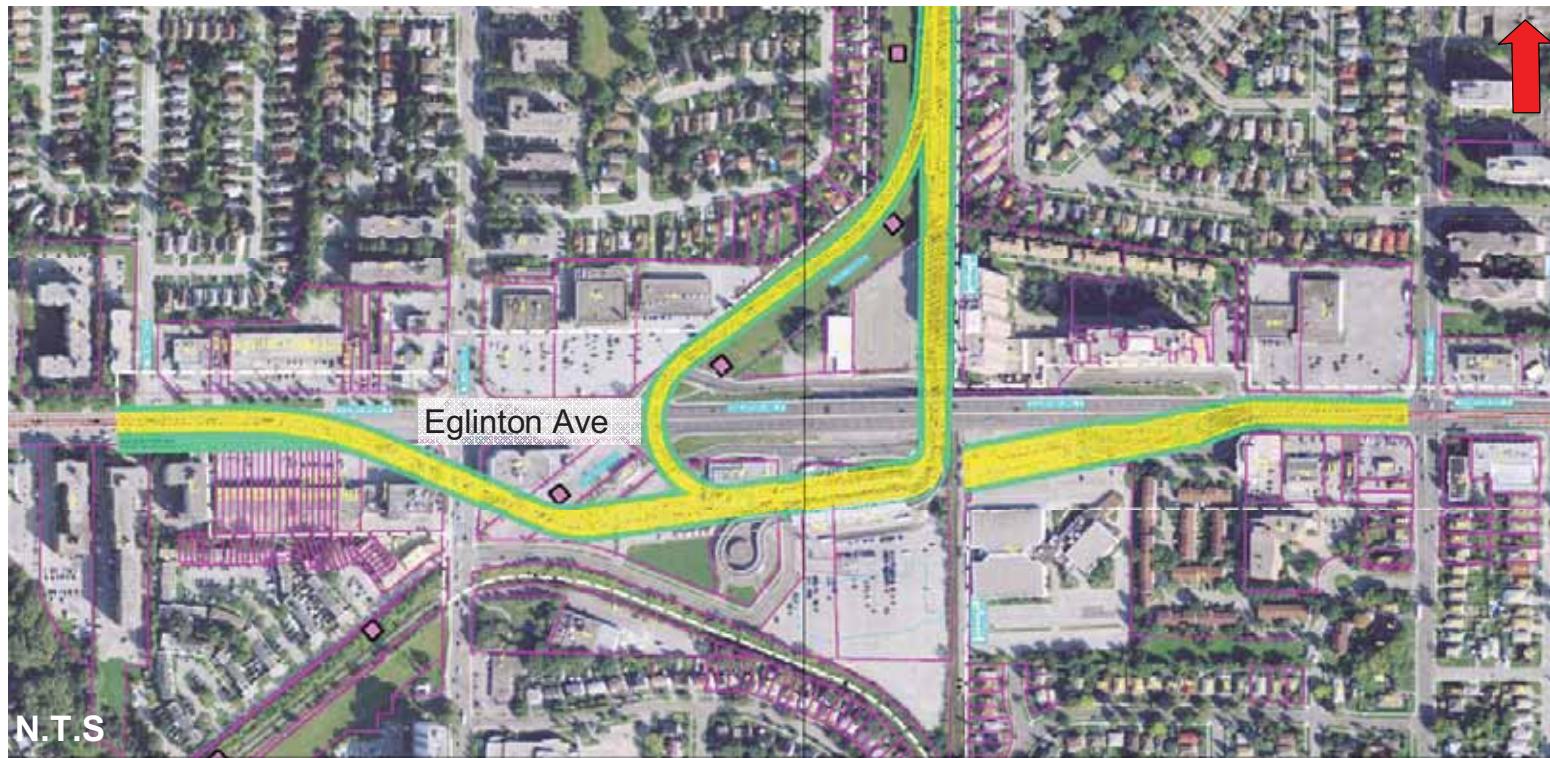


# Kennedy Station Property

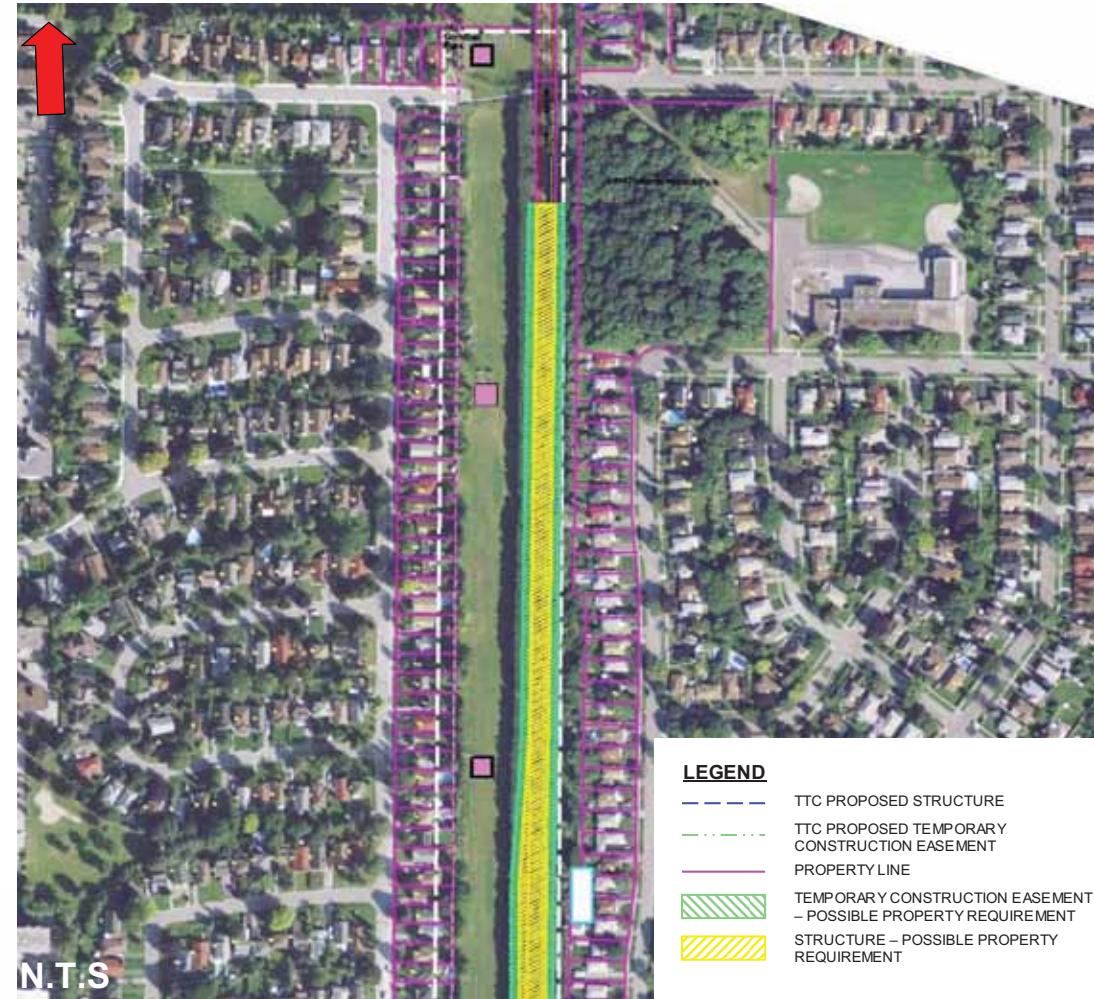


## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
- STRUCTURE – POSSIBLE PROPERTY REQUIREMENT



# Kennedy Station Property



# Lawrence East Station Property

## LEGEND

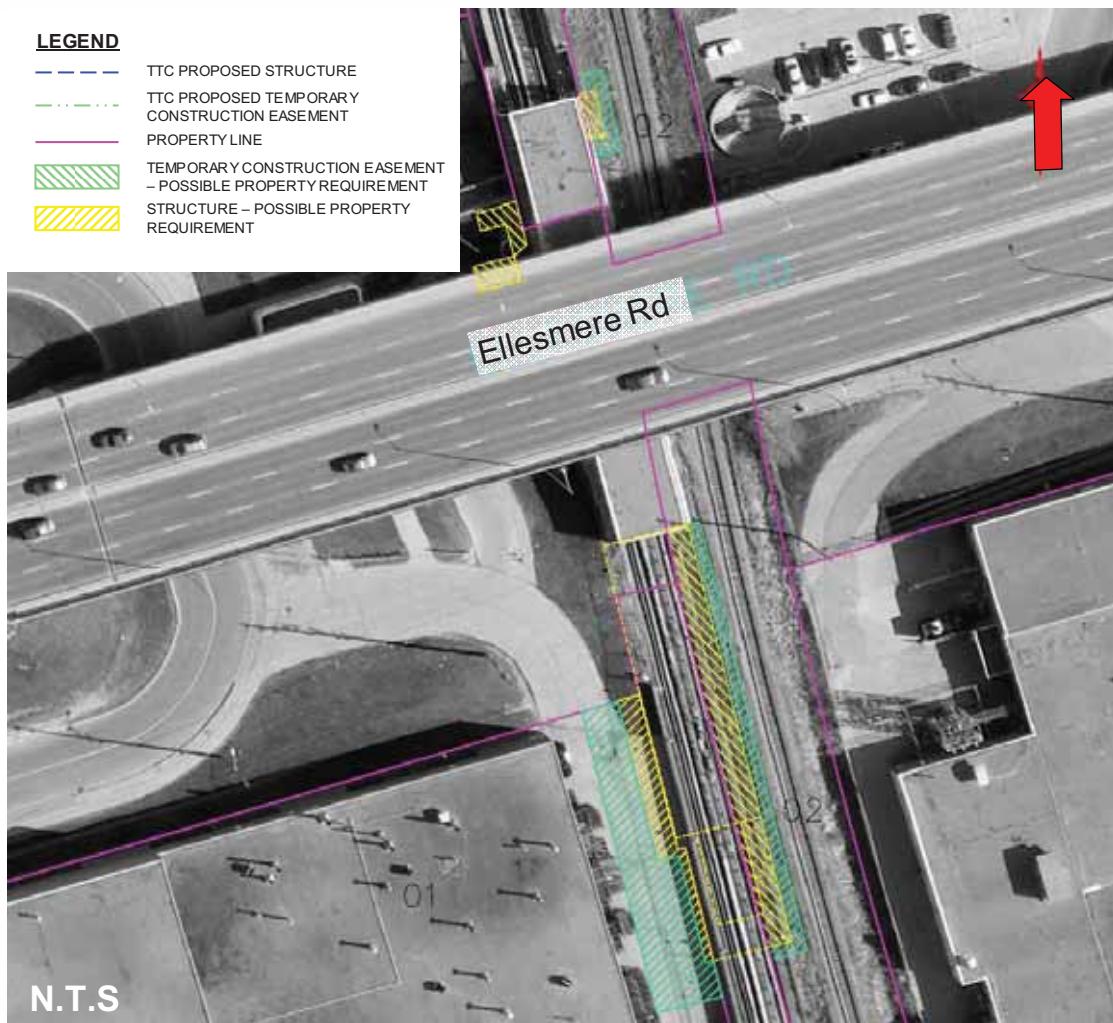
- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
-  TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
-  STRUCTURE – POSSIBLE PROPERTY REQUIREMENT
-  TRACK REALIGNMENT – POSSIBLE PROPERTY REQUIREMENT
-  TRACK REALIGNMENT – POSSIBLE PROPERTY REQUIREMENT



# Ellesmere Station Property

## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
- STRUCTURE – POSSIBLE PROPERTY REQUIREMENT



# GO Underpass Property

## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
- STRUCTURE – POSSIBLE PROPERTY REQUIREMENT



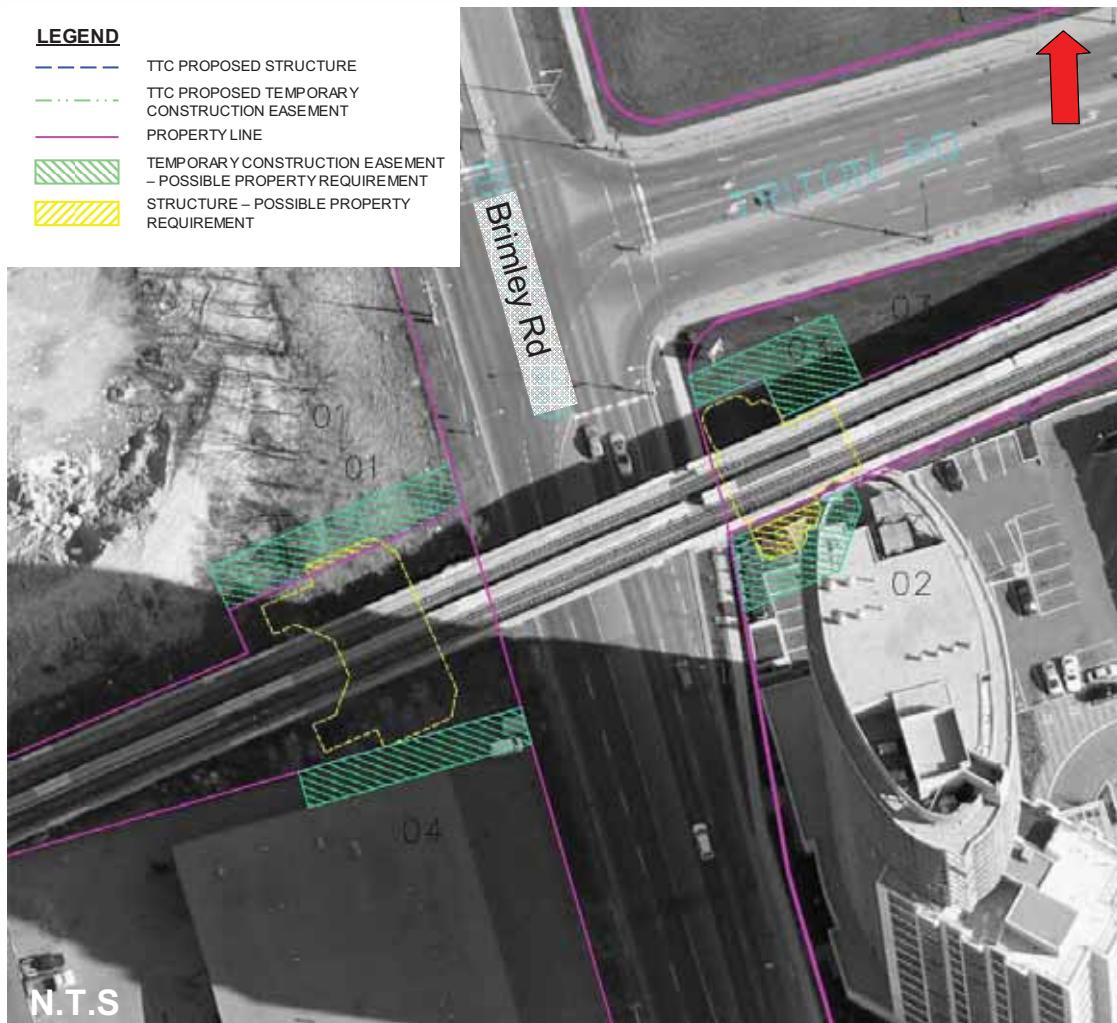
# Midland Station Property



# Future Brimley Station Property

## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
- STRUCTURE – POSSIBLE PROPERTY REQUIREMENT

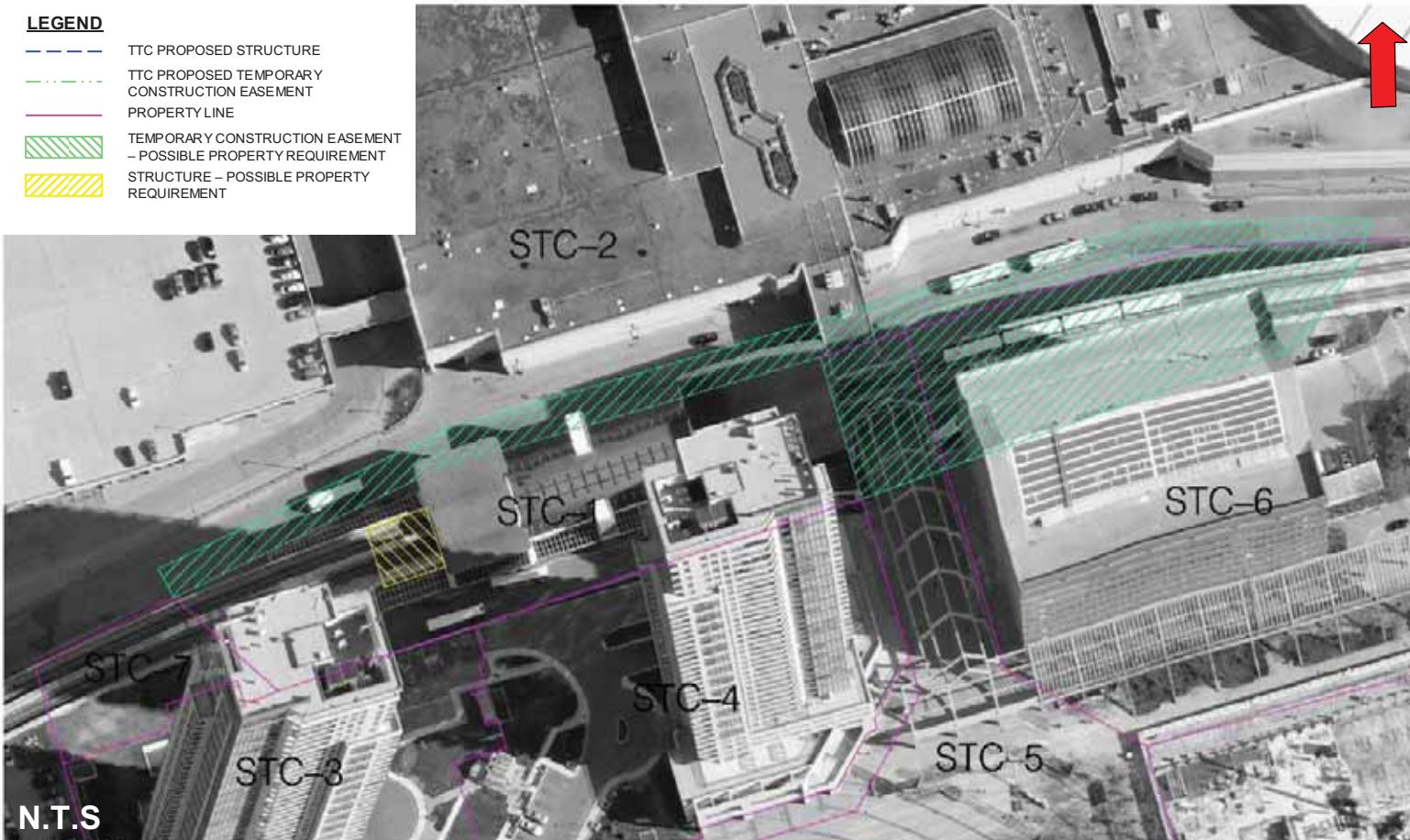


# Scarborough Centre Station Property



## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
- STRUCTURE – POSSIBLE PROPERTY REQUIREMENT



Note: Additional property may be required for a temporary bus terminal for service during the shut down period.



# McCowan Station Property



## LEGEND

- TTC PROPOSED STRUCTURE
- TTC PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
-  TEMPORARY CONSTRUCTION EASEMENT – POSSIBLE PROPERTY REQUIREMENT
-  STRUCTURE – POSSIBLE PROPERTY REQUIREMENT

